

The question of exempting applications under the Irrigation Regulation from payment of court fees to which you have referred will also be considered.

58. Suggestions for improving the irrigation of lands on the western side of the Pazhayar tail-end and along the Manakkudiankal.

Mr. Kanakku Matevan Pillai Kumaraswami Pillai (Member, Agastisvaram Taluk) made certain suggestions for improving the irrigation of lands on the western side of the Pazhayar tail-end and along the Manakkudiankal. He represented that the stagnation of water in those parts caused injury to the single-crop cultivation of adjacent fields and mentioned the following as the defects which called for remedy in that connection :—

(a) Want of a bank on the western side of the Manakkudi lake to a length of 350 feet.

(b) The width of the river at its mouth where it emptied itself into the lake was very narrow, being only 20 to 50 feet in several places. The width should be at least 200 feet at the mouth.

(c) The lay of the salt factories, the existence of the Tengumpatur *odai* and the Karayalar's bund, etc., were impediments to the free flow of water through the river.

He then spoke about the Manakkudi lake and said that it was only 500 acres in extent and that the existence of the numerous *alloms* there prevented the free flow of water and raised the water level of the *kayal* with consequent damage to wet cultivation. The Member prayed that the necessary improvements might be effected to remove the evils mentioned above.

The Member also spoke about the harm caused to cultivation by the Pillapattu dam and the Mission dam. He said that there were breaches on the western bank of the river to the north of Pillapattu dam and the consequent silting up of 15 acres of lands and the failure of crops in 30 more acres.

Dewan's reply.—You have spoken about the Pillapattu dam and the Mission dam. The Chief Engineer is of opinion that the Pillapattu dam should be lowered about 4 feet and provided with falling shutters, which will automatically open during floods and keep down the flood level in the upper reaches. The Government agrees with the Chief Engineer in his opinion and will arrange to carry out his suggestion.

In regard to the Azhankal or the Manakkudiankal, the Chief Engineer is of opinion that it should be improved. The necessary steps will be taken. In regard to the restoration of the waterway of the Pazhayar between the salt pans belonging to Messrs. Karayalar and Avadhanikal, heavy compensation will have to be paid for the portions of the pans to be acquired, and the Chief Engineer considers that the present width of about 400 feet at the narrowest portion would suffice if the course of the river is drained properly, which is being now done.

59. Kottayam-Kumili and Devicolam-Peermade roads.

Mr. A. R. St. George (Member, Central Travancore Planters' Association) first spoke about the new road from Peermade to Devicolam. He stated that the work on the first mile and on 3 furlongs of the 2nd mile along the present trace had been practically finished, excepting some levelling and the construction of certain side-drains. He urged the construction of those side-drains before the monsoon set in.

As regards the further portion of the Peermade-Devicolam road from the 3rd furlong of the 2nd mile, the Member said that his Association had no objection to the cutting of the new trace as proposed by the Department of Public Works and prayed that the work might be started without delay. He believed that the Land Revenue Department had to settle the question of the compensation of the estate lands through which the trace passed, and that, until that was done and the lands handed over to the D. P. W., work on the new cutting could not be commenced. He understood

that a sum of Rs. 10,000 had been allotted in the current year's budget for that road and that it was sufficient to cover the cost of the earth work cutting for 140 chains, *i. e.*, the whole distance to Maimallay gap, and he, therefore, trusted that that portion would be completed during the current year itself. As regards land compensation, he was sure that the proprietors concerned would be agreeable to wait for payment so as not to delay the work.

The Member next spoke on the Kottayam—Kumili road. He brought to notice the unnecessarily large number of deep and badly-made cross-drains between the 48th and 60th miles and the desirability of widening some of the dangerous corners between the 35th and 70th miles of the road. He also referred to the bad condition of certain sections of the road between the 35th and 38th miles, between the 41st and 43rd miles, the 57th and 59th miles, and between the 60th and 70th miles, and requested that those sections might be remetalled.

Dewan's reply.—In regard to the Devicolam—Peermade road, about which you have spoken, we are completing the road, section by section. In regard to the first portion of $1\frac{1}{2}$ miles at the Peermade end taken up for metalling, the finishing works will be attended to before the commencement of the monsoon.

In regard to the second portion and the portions beyond, deviations have been suggested by the Executive Engineer. The Chief Engineer thinks that the necessity for adopting these deviations involving land acquisition has got first to be decided upon, and says that he will examine the matter very soon and express his opinion. Government are anxious to complete the road from Peermade to Devicolam. The sooner it is opened the better. Instead of spending money on the deviation of an already existing road, even though it may not be an ideal road, Government would like to add to the length of the existing road and thereby reduce the gap that now exists between the Devicolam end and the Peermade end. The Chief Engineer says that he will send a report in regard to the deviation. He will, of course, consult local interests, and the necessary orders will be passed on receipt of his report.

In regard to the Kottayam—Kumili road, cross-drains are being replaced by culverts gradually. Portions which require recoating will receive early attention.

The Assembly adjourned at 5-15 P. M.
